

Zone Easement was originally purchased to enable the Airport to ensure airport compatible land use. The proposed future use of 0.50 acres of the land will be a compatible land use.

DATES: Comments must be received on or before June 28, 2021.

ADDRESSES: Documents are available for review by appointment at the FAA Chicago Airports District Office, Christina Sullivan, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, IL 60018, Telephone: (847) 294-8252/Fax: (847) 294-7046 and City of Prairie Du Chien, 37735 US Highway 18, Prairie Du Chien, WI 53821, Telephone: (608)326-2118.

Written comments on the Sponsor's request must be delivered or mailed to: Christina, Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon, Ste. 320, Des Plaines, IL 60018, Telephone: (847) 294-8252/Fax: (847) 294-7046.

FOR FURTHER INFORMATION CONTACT: Christina Sullivan, Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon, Ste. 320, Des Plaines, IL 60018, Telephone: (847) 294-8252/Fax: (847) 294-7046.

SUPPLEMENTARY INFORMATION: In accordance with section 47107(h) of Title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

The Clear Zone Easement (within Parcel 17B) is owned by the City of Prairie du Chien. The easement was originally purchased to ensure airport compatible development.

Based on current Fair Market Value of Clear Zone Easement (\$8,428) being released and Avigation Easement (\$9,384) being granted to the City of Prairie du Chien in exchange, the net gain to the airport in value of easements is \$956.00.

This notice announces that the FAA is considering the release of the subject airport property at the Prairie du Chien Municipal Airport, Prairie du Chien, WI from federal easement covenants, subject to a reservation for continuing right of flight as well as restrictions on the released property as required in FAA Order 5190.6B section 22.16. Approval does not constitute a commitment by the FAA to financially assist in the disposal of the subject airport property nor a determination of eligibility for grant-in-aid funding from the FAA.

Easement Parcel 17D, Part of Airport Parcel 17B (Legal Description), Avigation Easement To Be Converted From Clear Zone Easement, per Proposed Release

Clear Zone Easement located in Farm Lot 43, of the Private Land Claims at Prairie du Chien, City of Prairie du Chien, Crawford County, Wisconsin. Also being part of Lot 1, Crawford County Certified Survey Map Number 237, Document Number 207064 recorded in the Crawford County Register of Deeds Office, described as follows:

Commencing at the Northeast Corner of Farm Lot 43 of the Private Land Claims at Prairie du Chien; thence S79°36'51" W, 975.51 feet along the north line of said Farm Lot 43; thence S0°00'00" W, 1,098.80 feet to a found $\frac{3}{4}$ " iron re-bar at the Northeast Corner of Lot 1, Crawford County Certified Survey Map Number 237; thence S69°31'09" E, along the north line of said Lot 1, 565.40 feet to the northeast corner of said Lot 1, and a found $\frac{3}{4}$ " iron rebar; thence S4°15'28" E, along the east line of said Lot 1, 489.86 feet to a set $\frac{3}{4}$ " iron rebar, said point being the Point of Beginning of this Clear Zone Easement.

Thence continuing S4°15'28" E, along the east line of said Lot 1, 273.84 feet to a found $\frac{3}{4}$ " iron rebar on the westerly line of Lot 2, Crawford County Certified Survey Map Number 1220; thence S4°10'52" E, along the east line of said Lot 1, and the westerly line of said Lot 2, 22.03 feet to a found $\frac{3}{4}$ " iron rebar on the northerly right of way line of U.S.H. 18 and S.T.H. 35; thence N47°15'09" W, along the northerly right of way of U.S.H. 18 and S.T.H. 35, 165.09 feet, to a found $\frac{3}{4}$ " iron rebar; thence N47°17'32" W, along the northerly right of way line of U.S.H. 18 and S.T.H. 35, 51.16 feet, to a set $\frac{3}{4}$ " iron rebar; thence N42°42'28" E, 201.82 feet, to the Point of Beginning.

Containing 0.50 acres more or less.

Issued in Des Plaines, IL, on May 24, 2021.

Debra L. Bartell,

Manager, Chicago Airports District Office, FAA, Great Lakes Region.

[FR Doc. 2021-11342 Filed 5-27-21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2020-0661]

Agency Information Collection

Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: General Operating and Flight Rules FAR 91 and FAR 107

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request Office of Management and Budget (OMB) approval to renew an information collection. The collection involves information required to process a request for a Minimum Equipment List (MEL) Letter of Authorization (LOA) in accordance with certain regulations prescribing general operating and flight rules. The information to be collected is necessary because a written request is required to obtain an MEL LOA. The information collected includes only those details essential to evaluate the request, approve the MEL, and issue the LOA.

DATES: Written comments should be submitted by June 28, 2021.

ADDRESSES: Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to oira_submission@omb.eop.gov, or faxed to (202) 395-6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW, Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: John Attebury by email at: john.h.attebury@faa.gov; phone: 281-443-5862.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be

minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

OMB Control Number: 2120-0005.

Title: General Operating and Flight Rules FAR 91 and FAR 107.

Form Numbers: FAA Form 8130-6.

Type of Review: Renewal.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on July 10, 2020 (85 FR 41669). A person who desires to operate an aircraft with inoperative instruments or equipment under the provisions of 14 CFR 91.213(a) must receive approval for their minimum equipment list and be issued an LOA to use that MEL. The person must submit the MEL for approval along with a written request for an LOA to the responsible Flight Standards office. The information collected includes only those details essential to evaluate the request, approve the MEL, and issue the LOA. This information includes the aircraft operator's name and address, the name and telephone number or email address of the person responsible for aircraft operations, aircraft make, model, series, aircraft registration number, aircraft serial number, the proposed MEL, and nonessential equipment and furnishings list, if applicable.

The FAA currently issues MEL approvals under the provisions of § 91.213(a) through two methods: (1) D095 LOA and (2) D195 LOA. The FAA is simplifying § 91.213(a) MEL approvals by transitioning to one method of approval, LOA D195, and streamlining the application and approval process to reduce regulatory costs, burdens, and delays. While developing this new § 91.213(a) LOA policy, the FAA discovered that approval for information collection was inadvertently overlooked during the § 91.213 rulemaking process. We now seek to remedy that omission.

Additionally, the FAA is revising this collection request to remove sections 14 CFR 91.9 and 91.215(a), as the FAA has determined that those sections do not contain collections covered by the Paperwork Reduction Act.

Respondents: Approximately 2,638 aircraft operators of U.S.-registered aircraft who desire to operate under 14 CFR 91.213(a).

Frequency: One time for the initial request for MEL approval and LOA issuance, and thereafter for MEL revision.

Estimated Average Burden per Response: 20 hours for initial approval; 4 hours for revision.

Estimated Total Annual Burden: We estimate the average annual burden for the first 10 years will be 38,792 hours. Due to implementation of new MEL policy, we anticipate an annual burden of 55,392 hours for the first 5 years and 22,192 hours thereafter, resulting in a 10-year average of 38,792 hours per year. Our rationale follows:

The FAA Aerospace Forecast for Fiscal Years 2020–2040 projects the general aviation fleet to decline slightly, rounded up to an average of 0% change annually. Therefore, we will use the current average of 1308 part 91 MEL LOAs issued per year. Over the past 4 years, 81% of these LOAs were for initial MEL approval and 19% were for MEL revision. We estimate a 20 hour burden for an initial MEL request and a 4 hour burden for an MEL revision. This results in an annual burden of 22,192 hours.

$$1,308 \times 81\% = 1,060; 1,060 \times 20 \text{ hours} = 21,200 \text{ hours}$$

$$1,308 \times 19\% = 248; 248 \times 4 \text{ hours} = 992 \text{ hours}$$

$$21,200 \text{ hours} + 992 \text{ hours} = 22,192 \text{ hours}$$

Additionally, there are 8,300 active D095 LOAs. The new FAA policy will phase out the use of D095 over five years. Holders of D095 LOAs who wish to operate under § 91.213(a) must request D195 LOA issuance. Therefore, on average, for the first 5 years, we anticipate an additional 1,660 MEL LOA requests. These would all be initial MEL requests and result in an additional 33,200 hours each year for the first 5 years.

$$1,660 \times 20 \text{ hours} = 33,200 \text{ hours}$$

Therefore, for the first 5 years, we anticipate an annual burden of 55,392 hours (22,192 + 33,200) and 22,192 hours thereafter, resulting in an average of 38,792 hours per year.

As a result of this addition, and the removal of sections 14 CFR 91.9 and 91.215(a), the FAA estimates that the total annual burden in this Information Collection Request is 282,129 hours and 1,772,836 responses.

Issued in Washington, DC, on May 24, 2021.

Dwayne C. Morris,

Project Manager, Flight Standards Service, General Aviation and Commercial Division.

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DEPARTMENT OF VETERANS AFFAIRS

Joint Biomedical Laboratory Research and Development and Clinical Science Research and Development Services Scientific Merit Review Board, Notice of Meeting

The Department of Veterans Affairs (VA) gives notice under Federal Advisory Committee Act, 5 U.S.C. App.2, that a meeting of the Joint Biomedical Laboratory Research and Development and Clinical Science Research and Development Services Scientific Merit Review Board (JBL/CS SMRB) will be held Wednesday, June 23, 2021, via WebEx. The meeting will begin at 3:00 p.m. and end at 5:00 p.m. EDT. The meeting will have an open session from 3:00 p.m. until 3:30 p.m. and a closed session from 3:30 p.m. until 5:00 p.m. EDT.

The purpose of the Board is to provide expert review of the scientific quality, budget, safety and mission-relevance of investigator-initiated research applications submitted for VA merit review consideration and to offer advice for research program officials on program priorities and policies.

The purpose of the open session is to meet with the JBL/CS Service Directors to discuss the overall policies and process for scientific review, as well as disseminate information among the Board members regarding the VA research priorities.

The purpose of the closed session is to provide recommendations on the scientific quality, budget, safety and mission relevance of investigator-initiated research applications submitted for VA merit review evaluation. Applications submitted for review include various medical specialties within the general areas of biomedical, behavioral and clinical science research. The JBL/CS SMRB meeting will be closed to the public for the review, discussion and evaluation of initial and renewal research applications, which involve reference to staff and consultant critiques of research applications. Discussions will deal with scientific merit of each application and qualifications of personnel conducting the studies, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy. Additionally, premature disclosure of research information could significantly obstruct implementation of proposed agency action regarding the research applications. As provided by subsection 10(d) of Public Law 92-463, as amended by Public Law 94-409, closing the subcommittee meetings is in accordance